

Richmond Dispatch
 Business Office... Times-Dispatch Building
 10 South Tenth Street
 South Richmond... 100 N. Sycamore Street
 Petersburg Bureau... 215 High Street
 Lynchburg Bureau... 215 High Street

BY MAIL
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 Daily with Sunday... \$1.00 \$1.00 \$1.00
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 Weekly (Wednesday)... \$1.00 \$1.00 \$1.00

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 Daily with Sunday... \$1.00
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Entered January 27, 1905, at Richmond, Va., as second-class matter under act of Congress of March 3, 1879.

TUESDAY, JANUARY 28, 1913

RAILROAD CONSTRUCTION AND FREIGHT RATES.

During the past year less than ten miles of railroad were constructed in Virginia. In the country as a whole the total number of miles of new railroad laid was only 2,967. This is the smallest railroad mileage built since 1867, at which time the depressed conditions caused by the panic of 1893 were still operative. On the other hand, in no year since 1868 have the carriers of the country ordered so many new cars and locomotives as they did in 1912.

The seeming inconsistency of this condition of affairs has been due to two sets of causes. In the first place, up to the close of the last fiscal year railroad net earnings had been steadily declining, owing to the increasing absorption of operating revenues by operating expenses. As a consequence, railroad stocks as investments gradually became less attractive, and railroad managers were unable to float the amount of new securities necessary to provide for improvements and extensions. With the revival of active trade and industrial conditions during the last half of 1912, however, and the marketing of the remarkable crops of the year, the railroads of the country were taxed to the utmost to meet the demands made upon them for the transportation of commodities, and large orders for locomotives and cars were placed in order to move the increased volume of traffic. As the result of these unusual conditions, there was also an upward trend in gross and net earnings. At the present time the net earnings of the railroads of the country are about 15 per cent greater than they were for the corresponding period last year.

A discouraging feature in the railroad situation at the present time, however, is found in the fact that the net returns from conducting transportation have not increased proportionately with gross revenues. As a consequence, surplus earnings have not been available to buy equipment, to construct extensions and new lines, or to meet interest charges upon the flotation of new securities. This situation has been partly brought about by overcapitalization in the past and the resultant absorption of net earnings by increased dividends and fixed charges. It has also been partly due to the advance in operating expenses during recent years caused by additional wage-payments to railroad employees and by the rise in the prices of equipment and supplies. It is evident at the present time that net earnings in the transportation industry must be increased before capital can be secured to purchase much needed equipment and to make other necessary improvements. The limit seems already to have been reached in the way of economies and efficiency in conducting transportation, and, although the forthcoming reduction of the tariff will have a tendency to reduce railroad operating costs, its effect will not go so far as to afford relief from the existing situation. It is becoming more and more clear that, whatever the financial practices of the railroads may have been in former years, authority must be given to them by the Interstate Commerce Commission to increase their revenues by advancing freight rates. At the same time, it is equally apparent that in making concessions to the carriers, the rights of the public must be safeguarded and that the way must not be left open for a continuance of financial policies by the railroads which experience has shown to be undesirable or dangerous. It has been the realization of this fact which has led to the demand for a physical valuation of railroad property as a preliminary condition to and a basis for the fixing of freight charges by the Interstate Commerce Commission.

The recent statement of James J. Hill, former president of the Great Northern, and the address of President Finley, of the Southern Railroad, several days ago at Yale University, clearly indicate that the railroads have determined to ask for authority to increase their freight charges. Before many months the railroad question will undoubtedly hold the centre of the stage, and the Interstate Commerce Commission, as well as Congress itself, will be required to pass upon two of the most significant features of this complicated problem.

GOOD ROADS A GOOD INVESTMENT.

Taswell County's hard road is already bearing fruit. The Clinch Valley News testifies. The product dealers on Clear Fork are benefiting from the road between Taswell and that place—transporting their produce to town in less time, with less wear on their horses and wagons than heretofore, while fruit and eggs are not subjected to the danger of being crushed and broken as heretofore. The road over the mountain to Burke's Garden is a pleasure to travelers and a good advertisement for the county. "Automobiles who pass through the county now advertise our good roads throughout the State." These benefits of better highways, to which other roads should be added, the News currently regards as the dividends from the bonds issued for the construction of the roads. Taswell County converts her roads

into a rich asset, while other counties let their roads remain as ever-increasing liabilities.

STREET CLEANING CO-OPERATION.

Richmond wants clean streets. By the proper and judicious expenditure of sufficient money, Richmond can have clean streets. The conference this afternoon between the Administrative Board and the Superintendent of the Street Cleaning Department should result in a definite and clear-cut plan for remedying the present defects in method, equipment or force, and for incorporating in the budget an appropriation that will accomplish results. But the mere addition of men and machines will do nothing. The men must be used for street-cleaning, they must have constant and intelligent direction, and they must be put on some sort of a civil service basis. If Richmond meets what seem the just demands of the department, there should be no repetition of charges of political activity, nor any grounds for such charges.

There are other elements in keeping a clean city than the mere constant sweeping of its surface. Of prime importance are the streets themselves. Before we ever have really clean streets, the paved area must be extended to prevent the encroachment of dirt from unpaved districts into paved territories. Every bit of traffic from a mud street carries its increment onto the paved one. No force or machinery can cure this condition. It is an argument for better streets and more of them. It is equally apparent that dilatory paving work that keeps blocks open and mud-producing right in the heart of the city for months must add to the dirt on other streets. The long job of paving Broad Street and part of Main has helped to make the entire downtown region dirty. The carelessness of contractors in the excavation of private buildings and street work has added its quota. These faults cannot be charged to the street cleaner. The board must see to it that every care is exercised to push public work and control private work, to lessen the labor of keeping streets clean.

The private citizen, too, must co-operate by keeping his own premises clean and disposing of refuse and garbage in a sanitary way. The proper use of the alley is fundamental. More trash-boxes in the down-town section for the reception of refuse would enable the thoughtful person to prevent untidy litter in the streets.

We must have good streets and more thoughtfulness. Then give the department what help it needs, demand absolute efficiency and economy in the use of its means, and an improvement that every citizen deeply desires will be begun.

THE MORAL BUDGET.

The \$7500 asked for playgrounds should be put in the 1913 budget on the theory of an ounce of prevention being worth a pound of cure, if for no higher reason. We do not know whether the committee knows much about prophylaxis, but the general idea is brushing your teeth to keep them sound. The playground item is \$7500 worth of moral prophylaxis. It is intended to keep children healthy and sound, both in body and character. It should appeal to the lynx-eyed dispensers of the city's funds as a good investment. It will prevent far heavier expenses for cure.

As a matter of fact, the moral budget of Richmond is far more important than the material one. Yet we think heretofore the proportion has been top-heavy material. Streets are fine things, but rather extravagant luxuries if they lead nowhere, or if those who travel them are poor in body, mind and spirit. An armory is a good thing in its way, and of value to the city when mobs threaten the extinction of law, but it would be better to have playgrounds to nip mob feeling out of the heart of youth. Ornamental lights are no finer than rosy cheeks and happy laughter. We mention these things to prove that the time has come when Richmond must learn to put spiritual needs in her budget. The pitiful absence of any provision for social progress or aesthetic improvement must be corrected. Playgrounds, a library, an auditorium, parks, an art gallery—most modern cities put them in the budget.

The Recreation Committee presents reasons enough for this small appropriation. Why pay \$20,000 for health, yet make no provision for preventing future disease? Why pay \$25,000 for correction and punishment of crime, yet give nothing to abolish crime? Why pay \$60,000 for schools yet fail to take care of the idle hours and months when youth is learning just as fast as from books? The logical answer to these questions has made fifty organizations of some 12,000 people, ask the budget committee for this ounce of prevention.

SECRETARY KNOX'S REPLY.

The reply of Secretary of State Knox—of the administration, that is—to the note of the British government protesting against the discriminating remission of tolls on American coastwise shipping passing through the Panama Canal has awakened no echo of concurrence or approval from the leading newspapers of the country. Quite and distinctly the contrary.

His deliverance is variously alluded to, so far as it is complimented at all, as "defiant," "outraged," and "making the best of a bad cause," but for the rest it is characterized as evasive, as begging the question, and as shirking the crucial issue. The explanation of expression of opinion is that the administration's argument is formulated by Mr. Knox in such a satisfactory not conclusive in sign or in morals.

The Philadelphia Public Ledger considers that not only Mr. Knox "certainly failed to point the way out of the controversy," but that he "as to clear the good name of the United States from the population of a purpose to violate its treaty obligations," but, declares that contemporary, he does not share the fundamental issue at all. He attempts to find the way out by a "diplomatic blind alley," which will

and comprehensively expressed, that. The New York Times regards the reply as "inconsequential; the mere evasion of a special pleader, who overlooks the heart of the debate and places the emphasis on some triviality." In that contention no thoughtful and discriminating mind can fail to coincide, upon a careful and full perusal of the reply.

The New York Evening Sun is inclined to think that the Knox note will only confirm the American people in their already-mind conclusion, and while it admits by implication that the secretary's reasoning is ingenious, it is convinced that the country "wants no such dodging along the edge of national dishonor."

Last, but not least, even a paper so thoroughly loyal to the administration and all its ways as is the New York Tribune, after damning Mr. Knox's presentation with faint praise, frankly admits that the administration's side of the case fails to be convincing to the American people—fails to square with the American concept of honesty and the right. The Tribune, therefore, joins with the other contemporaries we have quoted in urging that the most honorable way out is through repeal of the discriminating legislation.

And so must say all who hold the good name and self-respect and prestige of the nation, and desire to retain the respect and confidence of other nations, above self and a policy of monstrous ship subsidy in disguise. All such, indeed, must so hold, not merely because Great Britain protests, but as a protestation against national self-dishonor in the eyes of the world, and in vindication of the American conscience. As we see it, and as the press of the country, with the rarest of exceptions, sees it, to stand against receding from our position is to compromise with profanation of our heritage of integrity and honor.

THE IMPORTANT LEGISLATOR.

Democratic control of Congress virtually depends upon what four Democratic members of the Delaware Legislature will do. It is the irony of politics that the smallest State in the Union, save one, should say whether or not Democratic policies shall be written into law. Are four men to upset the will of the 6,297,718 people who elected a Democratic President?

The control of Congress by the Democrats depends upon their control of the Senate. The House is comfortably in their possession, but party lines in the Senate are now so close that the result is still in a fog of doubt. Senatorial contests are yet pending before the Legislatures of five States—Delaware, Illinois, New Hampshire, West Virginia and Wyoming. If a Democrat is elected from Delaware, the Democrats will have a majority of one in the Senate—a very thin margin, but enough to control it for progressive legislation. Of the four other States, West Virginia will surely elect a Republican. In the three others the Democrats may secure something through luck or combinations, but they are certain of nothing. In Illinois the balance of power rests in the hands of the Progressives, but it seems from late developments there that an alliance between the two wings of the Republican party is far more likely than an agreement between either wing and the Democrats. The Democratic outlook in New Hampshire is hardly more encouraging. In Wyoming a bitter fight has been made on Senator Warren, Republican, but a nominal majority favors him.

Democratic control of the Senate and, therefore, of Congress virtually depends upon the Delaware Legislature. The majority of that body is Democratic, but four Democratic members from Kent have undertaken to block the choice of Willard Saulsbury, who was nominated for the senatorship by the Democratic caucus and whom all other Democrats in the Legislature but the Kentish four support. The objections against Mr. Saulsbury are indefinite and factional, weighing practically nothing in the scales against the fact that he is endorsed by the Delaware Democracy. But the four men, fully conscious of the immense importance of the national situation and seemingly to gratify personal dislike or factional ambition, refuse to allow the election of the nominee of the caucus. There are times when independence and refusal to obey the mandate of the caucus may be justifiable, but not so in this case. If the four Democrats should continue to obstruct the will of the majority so that a Republican Senator is elected and deprive their party of control of Congress, theirs would be a fearful responsibility. Their case is the best argument for the legislative recall that has yet been presented. There is no method for compelling them to come to time.

The situation in the Delaware Legislature has a decided moral for the people of every State. Little interest is taken in the choice of legislators in a great proportion of instances, because the people regard him as of subordinate importance to other elective officers who are really of far less power in shaping the progress of the people. The history of the nation is not without State Legislatures in which a few black sheep betrayed the people. Popular indifference in legislative elections begets conditions like that in Delaware. The people should scrutinize legislative candidates closely before electing their lawmakers.

There is no truth in the rumor that the Henrico Boys' Corn Club is going to try to beat the world's corn record on any of the acres of mud on Richmond's main streets. The boys say that Richmonders ought to take care on them, though.

It is strange that the English suffragettes do not notice the obvious solution of their troubles. Let them do what the Parisians and Huguonots did—emigrate to the United States.

Apparently fearful that the allies might not fight the Turk out of Europe, the earth has taken a try at shaking him out.

On the Spur of the Moment

By Roy K. Moulton

Oh, Carrie!
 Oh, horrors! Carrie Chapman Catt, Now you have told the women that They should wear trousers like the men. They'd be emancipated, then. You say the girls should stuff the skirt. Your message is clear-cut and curt. Theirs not to stop and make reply; Theirs not to pause and question why; Theirs but to wear men's pants or die.

Oh, Carrie!
 You say the skirts are now so tight. A girl looks like a perfect fright. A modest skirt you make a snub sport. You say they make the girls look short. But please include this in your song: They also make the men look long. To share your views we must decline. You say the female form divine. In trousers would dress simply fine.

Oh, Carrie!
 Oh, fair, untrammelled suffragette, There's something you've not learned as yet. All married men know and allow That in most homes wives wear 'em now. There's not the slightest doubt of that. Ask any of us Mr. C. For years you have been prone to mock us. Upon the suffrage stage you knock us; But we've thought that you would shock us.

Oh, Carrie!
 Caught on the Fly.
 A Federal jury has held the wallpaper trust guilty of wrongdoing. But there are those who will always believe that some of its paper is a crime.

Paris dressmakers say skirts will be tighter. Not unless they are painted on.

One way to get even with the food trust is to stop eating. This is one of the very poorest ways.

There is said to be in New York a young man who possesses the sixth sense. New York is the place to use it all right.

German aviators are on strike. In aviation evidently everything goes up, excepting wages.

Now they say that Buffalo Bill wears a wig, but nobody has the hardihood to start a story to the effect that Colonel Roosevelt has false teeth.

Lincoln split rails, but the modern statesmen split hairs.

T. Jefferson's authorship of the Declaration of Independence is now disputed. Some day, probably, somebody will claim that Joe Bailey, of Texas, didn't write the Constitution.

When the Baby Cries.
 When the baby cries there are only a few things to do.

Following are the things:
 Lay him on his tummy, pat him very gently in the region of the equator.

Feed him some malted milk out of a bottle.

Dangle a jumping-frog in front of his eyes for an hour or two.

Let him pull all of your hair out, one hair at a time.

Give him an olive oil rub all over.

Get all of his mechanical toys out and wind them up.

Make funny noises for him and let him hang onto your mustaches and turn flipflops.

Let him poke his fat in your eye.

After you have tried all of these do the ultimate thing, and get up and walk with him for three or four hours. If he is still crying, and he generally is, repeat the entire program.

Very truly yours,
 R. P. CHEW,
 Charles Town, W. Va., January 27,
 Winchester Star.

"No Such Animal."
 The Times-Dispatch wants to know what is an elastic currency. It is a currency that will stretch over every financial emergency. Hence there isn't such thing.—Newport News Times-Herald.

What a V. M. I. Man Has Done at Panama.
 In paying honor to the men who have been the head and front of the building of the Panama Canal, the Daily Press unintentionally omitted to mention Engineer Williamson, a Virginian, graduate of the Virginia Military Institute, and an engineer of proven ability. Mr. Williamson is in charge of the Pacific division of the canal and he built the breakwater at the Pacific end of the canal and conducted the dam which holds the Pacific in check. Both of these undertakings were gigantic and required the greatest of engineering skill, but, aside from the performance of these tasks, Mr. Williamson has played no

A Dance's Allas.
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"Mordredaemfawys shroffus eua."
 A more pellucid explanation of Balkan satisfaction were difficult to imagine.—Norfolk News.

It Depends Upon the Point of View.
 A lady in taking the census of Manassas has made the astounding discovery that there are situated within the corporate limits of the town fifty-seven widows and only ten widowers. This means that the latter are more fortunate in re-entering the bonds of matrimony than are the former.—Manassas Journal.

Tell The Times-Dispatch, Too.
 While it knows that many citizens abhor the idea of "getting into print," the paper is generally too busy with their own affairs to discuss public affairs through the columns of a newspaper, the Daily Press invites through its columns a discussion of the few systems and the views of the citizens and voters as to this system. This paper believes that a majority of the voters of Newport News are opposed to the system, but it

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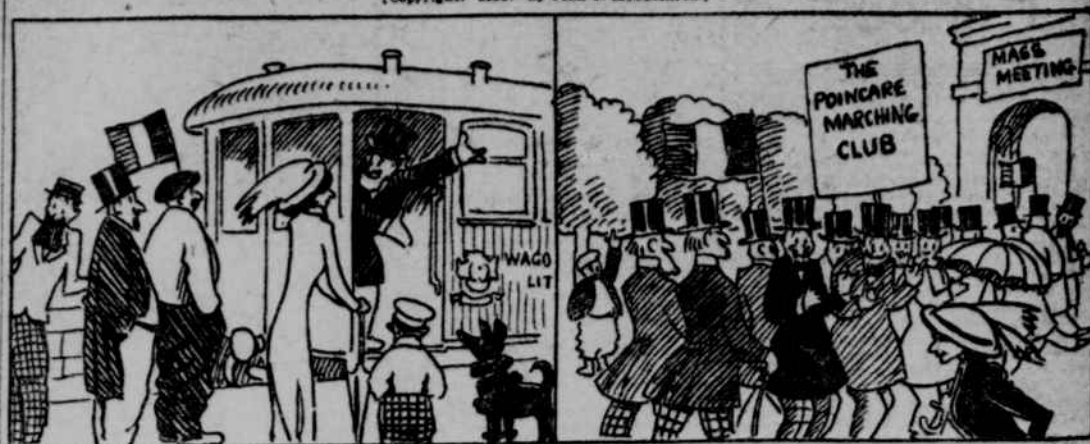
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ELECTING A PRESIDENT IN FRANCE.

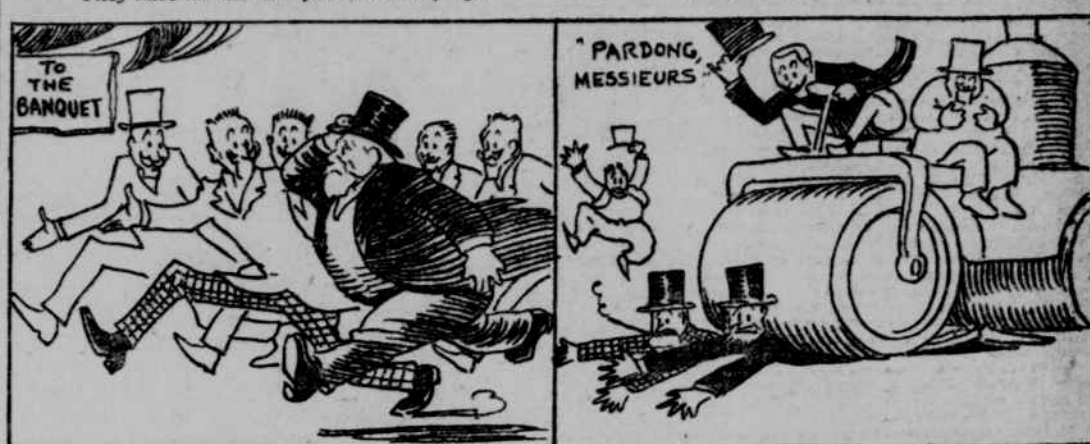
By John T. McCutcheon.

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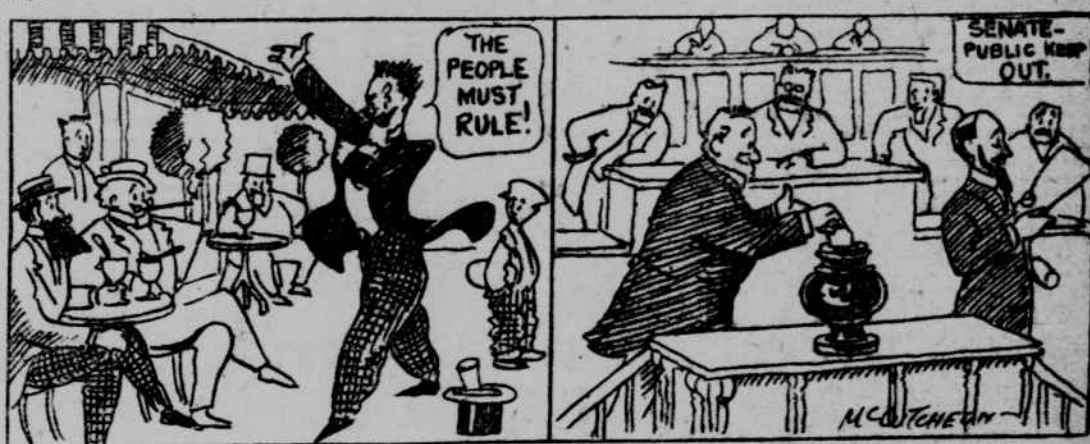
They have no rear end platform campaign.

They have no marching clubs.



They have no round of banquets for the presidential aspirant.

They have no steam roller.



They do not demand that the people rule.

The president is merely elected by the members of the national assembly and the people have nothing to say in the choice.

small part in the construction of the canal itself.—Newport News Press.

A Delighted Boy.
 A little boy of the Courthouse went out with his air rifle and dog one afternoon this week to shoot birds and returned with an opossum his dog and himself captured alive, and a prouder little fellow was never seen.

The One Way to Get Good Roads.
 The Co-Operative Education Association in Virginia wants meetings held in every schoolhouse in the State to urge the building of good roads. This is excellent as far as it goes. Good roads and good schools are logical companions. But it ought to be borne in mind that meetings of themselves never build roads. Constructed so much as one foot of improved highway and never will. Good roads cost money, and the community which expects to get them had better well make up its mind either to go down into its pocket and bring out the wherewithal or to tax its credit to raise it. There isn't a county in Virginia which couldn't do the one or the other, and we reckon I don't intend. "You don't remember General Washington, do you?" "What, dat boy? Deed I duss. I nussed him wen he was a small boy." "Well, aunty, do you remember the fall of Adam?" "Yessir, folks say dey herd som'n' heavy fall, and I guess dat was wen he dropped." How about this, brother Donohoe?—Manassas Journal.

Heard the Fall of Adam.
 The longevity topic, inaugurated by the Journal a week or so ago, and which has been going the rounds in the county weeklies, has brought out a story which, if true, certainly gives to Fairfax County the honor of growing the oldest human being in this or any other State.

According to the story, there was an old colored woman living near Fairfax Courthouse, a decade or so ago, the age of whom no one knew, even to the old "aunty" herself. A museum company, hearing of the wonderful longevity of this woman, sent an agent to interrogate her, and if he thought the result of his inquiries would justify it to engage the old lady as a drawing card for their museum. Following is the interrogation and answers: "How old are you, aunty?" "Lord, chile, I don't know." "Well, aunty, do you remember the great War of 1812?" "What, de revolution war? I reckon I does indeed." "You don't remember General Washington, do you?" "What, dat boy? Deed I duss. I nussed him wen he was a small boy." "Well, aunty, do you remember the fall of Adam?" "Yessir, folks say dey herd som'n' heavy fall, and I guess dat was wen he dropped." How about this, brother Donohoe?—Manassas Journal.

Every Dish With a French Name Doesn't Come From France.
 We have received from Ed Fagg a menu card which describes the kind of lay-out of the kitchen of the people of Knoxville, Tenn., on special occasions. He had a variety of dishes imported from Europe, to satisfy the tastes and desires of epicures who like kangaroo, wild fowls from Europe and Asia, venison, bear, and no doubt he would go choice seal and walrus cats if anybody would venture to deliver them to him from the regions of the North Pole. Ed lets us hear of setting forth a tempting list of edibles. This is not the first time he has gotten rare viands from other countries. He has a reputation and maintains it.—Montgomery Messenger.

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would like to sound public sentiment on the question, and there is no better time than this, when the campaign for the Democratic nomination to the Legislature and State Senate is about to begin.—Newport News Press.

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Heard the Fall of Adam.
 The longevity topic, inaugurated by the Journal a week or so ago, and which has been going the rounds in the county weeklies, has brought out a story which, if true, certainly gives to Fairfax County the honor of growing the oldest human being in this or any other State.

According to the story, there was an old colored woman living near Fairfax Courthouse, a decade or so ago, the age of whom no one knew, even to the old "aunty" herself. A museum company, hearing of the wonderful longevity of this woman, sent an agent to interrogate her, and if he thought the result of his inquiries would justify it to engage the old lady as a drawing card for their museum. Following is the interrogation and answers: "How old are you, aunty?" "Lord, chile, I don't know." "Well, aunty, do you remember the great War of 1812?" "What, de revolution war? I reckon I does indeed." "You don't remember General Washington, do you?" "What, dat boy? Deed I duss. I nussed him wen he was a small boy." "Well, aunty, do you remember the fall of Adam?" "Yessir, folks say dey herd som